The New York Herald of Sunday morning and the Baltimore Sun and the American of yesterday morning contain further and highly-interesting intelligence in relation to the loss of the steamship Central America. We are indebted to the Sun for the following :

are indebted to the Sun for the following:

The thrilling details of the sinking of the steamship "Central America," from California, in the late violent storm on the Atlantic coast, and the consequent frightful loss of human life and valuable treasure, continue to be topics of painful and absorbing interest. We, therefore, give the latest and fullest additional accounts that reached us up to the hour of going to press last night.

On Saturday morning several of the passengers who were fortunately rescued by the Norwegian barque Ellen (not Eloise as previously reported) arrived at this port from Norfolk in the steamer Louisiana, Captain Russell. Among them were Capt. Thomas W. Badger, of VRginia, and Billy Birch, of the California Minstrels, to whose politeness and attention we were indebted for highly-interesting statements of the calamity, which were promptly issued in extras, and read with avidity by thousands who were anxiously awaiting further particulars. The statements of the two gentlemen we republish to-day, with various other startling details. The names of the other rescued passengers who came up in the Louisiana are Oliver P. Manlove, R. T. Brown, and E. Ayolu.

Captain Badger, all accounts concur in stating, acted a noble, manly part during the whole time—from the commencement of the storm until the going down of the steamer. His knowledge of sea service and cool judgment were of much service to Captain Herndon. Captain Badger's wife was also taken on board the Marine, and is therefore safe.

We have the gratification of announcing that the brig

We have the gratification of announcing that the brig Marine, of Boston, Captain Burt, arrived at Norfolk on Friday evening, bringing the unexpectedly large number of 100 souls, that she had taken from the wreck, incluof 100 souls, that she had taken from the wick, including forty-one men, thirty-two women, and twenty-seven children. Among the men are the chief engineer and boatswain of the lost steamer, whose statements will be found below. The Marine is the vessel which was reported to have sailed for Boston with only forty-six of the

nvivors.

Most of those who arrived in the Marine at Norfolk im

survivors.

Most of those who arrived in the Marine at Norfolk immediately took passage in the Empire City for New York. Some thirty or forty, however, remained until Saturday afternoon, when they took passage on the steamer Georgia, Captain Cannon, for Baltimore, arriving in this city yesterday morning, and met with a hearty greeting from relatives and friends. Among those who came up were several ladies, whose husbands, rescued by the barque Ellen, arrived here on Friday, and of whose fate they knew nothing until they reached Norfolk. The meeting, under the circumstances, therefore, was deeply affecting. There were also several ladies whose husbands perished with the wreck. Their distressing situations elicited and received the kindly sympathies of all our citizens who were made aware of their arrival. Accompanying the ladies were several children—some of them, unfortunately, now fatherless, and three of them whose parents are unknown. The Norfolk Herald says:

The passengers who came up in the brig were conducted to the National Hotel, where they met with every attention and kindness from Mr. Walters and family which their destitute condition required. The ladies in particular, who had left the steamer only partially clothed, and some of them indebted to the gallant and noble-hearted tars of the Marine for clothing to protect their delicate persons from the rude assaults of the weather, presented an appearance on their arrival that might have moved the finitest heart with compassion—and then the grief and despair of those of them who were in suspense as to the fate of their husbands on learning that they were not among the saved—altogether presented a scene of sadness and we that beggars description. The condition of these unfortunate women and their orphan children, thus left utterly destitute and hopeless, soon spread through the city, and immediately meetings were held by the Merchants and Mechanics' Exchange, and by the citizens generally, and measures taken to provide instant relief for the sufferers; a

Total number missing..... 477 Included in the 49 saved by the Ellen are the 5 which were put on board the Saxony, and subsequently arrived at Savannah. at Savannah.

We here subjoin the following extra from the Norfolk Herald, announcing the arrival of the Marine:

Arrival of the brig Marine, with 100 more of the passengers of

the Central America.

The Brig Marine, of Boston, Captain Burt, arrived at this port on Friday evening with the passengers taken off from the steamer Central America on Saturday evening, the 12th inst. They consist of 41 male adults, 32 female do., 27 children. Total, 100.

Most of these got on board the steamer Empire City and proceeded to New York; about twenty or thirty came up in the brig. It thus appears that 149 have been gaved in all.

saved in all.

To the politeness of Theodore Payne, esq., one of the passengers, we are indebted for the following list of the names of the rescued passengers:

First Cibin.—Judge A. C. Monson, Sacramento; Theodore Payne, San Francisco; Dr. O. Harvey, Placerville, Cal.; Albert Priest, Sacramento; Charles McCarty, chief engineer of Pacific Mail Company's steamer Golden Gate, San Francisco; Frank Jones, Sacramento; Ange Richon, Li-

ma, Belgian consul and bearer of despatches to the court of France; Mrs. Addie Mills Easton, Saa Francisco, wife of A. J. Easton—her husband saved on the Elion; Mrs. Jane A. Badger, of San Francisco, wife of Capt Thos. W. Badger, of barque Jane A. Falkonbury—her husband saved on the Ellen; Mrs. E. D. Hawley and two children, of San Francisco, wife of T. S. Hawley, hardware merchant— husband supposed to be lost; Mrs. M. V. Birch, of San Francisco, wife of William Birch, San Francisco Minstrels, who is safe-in Baltimore; Mrs. Harriet Lockwood, of San who is safe-in Baltimore; Mrs. Harriet Lockwood, of San Francisco, wife of R. A. Lockwood, lawyer—husband supposed to be lost; Misses Rose Alice and Harriet Lockwood, daughters of B. A. Lockwood, of San Francisco, and Master R. A. Lockwood, son do.; Mrs. Amanda Marvin, Sacramento, wife of Wm. H. Marvin—husband supposed to be lost; Mrs. Angelina Bowley and two children, San Francisco, wife of J. McKim Rowley—husband supposed to be lost; Mrs. Cinthia Ellis and four children, San Francisco, wife of A. Ellis—husband supposed to be lost; Mrs. Annie McNeill, San Francisco, wife of Wm. McNeill, firm of Delany & McNeill—husband supposed to McNeill, firm of Delany & McNeill—husband supposed to be lost; Mrs. Mary Ann Travis and two children, Alvara-do; Mrs. Van Ager and one child, Almedia, O. T.; Mrs. B. B. Thayer and two children, San Francisco; Mrs. Ro-salle Pakud and three children, do.; Mrs. Francis A. Thomas, do.; Mrs. Almina M. Kettredge, Santa Cruz; Mrs. Eliza C. Caruthers, Town Hill, Places county; Mrs. Ann Redding, New York; Mrs. Ann Small and child, Newburyport, Mass.; Miss Elizabeth Smith, of Don Pedro Bar, Tuolumnee county. McNeill, firm of Delany & McNeill -husband supposed to

Bar, Tuolumnee county.

Second Cabin.—Mr. Joseph M. Bossford, of Benicia;
Mr. W. H. Adams, of Oregon, Bar Placer county; Mrs.
E. O'Connor, of San Francisco; Mrs. Jane Fell and two
children; Mrs. Jane Harris and child, of San Francisco;
Miss Winfield Fallen; Louis Bonnet, child in charge of
Mr. O'Connor.

Mr. O'Connor.

Sterage.—Mrs. Athros Hahn, Yreka, California; Mrs.
Mary Swan and child, of Nevada; Mary Seegar and two
children, of Calaveros county; Mary Ann Rudwill, of
Grass Valley; Mary Paily, of Alemeda county; Caroline
Shaw, do.; Mr. Bobert Hutchinson, of Nevada; Mr.
John Cummins, Sierra county; Mr. Harvey Kimball,
Sacramento; Mr. M. L. McCoy, do.; Mr. Douglas Rutherford, Yuba county; Joseph Schuler, Tuolumne county;
Wm. Geary, Eldorado; Wm. Blis, Napa Valley; Gitano
Therto, San Francisco; Thomas Bride, Yuba; Alexander
Gardner, James Gallagher, Thomas Frazer, sent home by
the American consul.

the American consul.

Officers of the Central America.—George E. Ashby, chief engineer; John Black, boatswain; Finly Frazer, quartermaster; David Raymond, do.; Robert Long, do.;

Wm. Jackson, do.

Somen.—Jas. Clark, Richard Reed, Frederick BroughSomen.—Jas. Clark, Richard Reed, Frederick Brough-Somen.—Jas. Clark, Richard Reco., Frederick Dio-m, John Davidson, James Travis, Edward Brown, McLean, Edw. Huggins.

Fremen. -- Morgo Badgley, John Clarke, Henry Hether

Firemen.—Morgo Badgiey, John Garrison, Capt. Hernington, George Stawart.

Waiters.—Michael Dwyer, Wm. Garrison, Capt. Herndon's man; Lucy Dawson, stewardness of C.; Susan
Pettorrou, servant of Mrs. Thayer.

We also give here the names of those saved by the
Fillen, including the five taken to Savannah:

LIST OF THE SAVED BY THE BLLEN.

Capt. Thos. W. Badger, (lady on brig Marine,) San rancisco, Cal.; A. J. Easton, (lady on brig Marine,) San "This person died on Friday last, on board the barque Marine, sup-

Francisco) Cal.; R. F. Brown, Sacramento, Cal.; O. Harvey, Placerville, Cal.; Wm. Birch, San Francisco minstrels, (lady on brig Marine,) San Francisco, Cal.; J. A. Forrester, Murphy's, Cal.; Oliver P. Manilove, Grant county, Wis.; J. B. Clark, Polk county, Mo.; John D. D. Ements, Oregon City, O. T.; H. T. O'Conner, (mother on brig Marine,) Albany, N. Y.; Julius Stetson, Shaw's Flat, Cal.; T. A. Wells, Leyden, Mass.; George Brown, Ulster county, N. Y.; Julius Stetson, Shaw's Flat, Cal.; T. A. Wells, Leyden, Mass.; George Brown, Ulster county, N. Y.; Jas. H. Ross, Mahoning county, Ohio; Thos. McNeish, Gross Valley, Cal.; William N. Osborne, Isthmus of Panama; J. N. Fellene, Cincinnati, Ohio; Wm. Chase, Michigan; J. C. Taylor, Cohose Falls, N. Y.; A. Aguto, Lima, Peru; Henry Halcon, Montreal, Canada; W. F. Fletcher, Broomfield, Maine; Wm. Irde, Wisconsin; R. Casey and J. M. Casey, Arkansas; John N. Oraffs, Maine; Henry Bunuel, Illinois; Jacob Quener, Watertown, N. Y.; Hy, Hartman, Bremen, Germany, John B. McCabe, S. Caldwell, Chas. Reid, and Mr. Childs, New York; Benj. Sager, (wife on Marine,) St. Louis; John George, England; Edw. Moore, Boston; B. M. Lee, Pittsburg, Pa.; James Jackson, Mo.; Mr. Howe, San Francisco, Cal.; Mr. C. Y. Look and R. H. Ridley, Maine. THE LOSS OF THE STEAMSHIP CENTRAL AMERI- Francisco) Cal.; R. F. Brown, Sacramento, Cal.; O. Har-

15 du actor

The following are the survivors of the crew of the steamer saved by the Ellen:

James M. Frazer, second officer, Brooklyn, New York; Henry Keefer, second assistant engineer; John James and Bartholomew McCarty, fire-room; Aaron Holcom, saloon cook, New York; Henry Hardenburgher, ship cook, New York; Tim McKugh, seaman.

LIST OF SOME OF THOSE KNOWN TO BE LOST

William Lee, Canada; Benjamin Colt, Hancock county, Illinois; Hanson and John Home, Missouri; Richard Wilton, Quincy, Illinois; Hanses E. Birch, Fall River, U. S. contractor; Gabriel Brush, baggage master, New York; Charles Taylor, North Carolina; Samuel Shreves, San Francisco; Dr. Yanni, do.; Dr. Gibbs, California; Mr. Marvin, do.; Mr. Parker, San Francisco; Mr. Bokee, Boston; Mr. White, Sacramento; Purser Hull, of the ship New York; Mr. Hull, brother of the above; Mr. Seroni, San Francisco; C. Van Rensaeller, first officer steamer; Capt. W. S. Herndon, United States navy, commander of steamer; Dr. James T. Tennison, purser; Mr. Clough, of Pittsburgh, Pa.; John Leonard, of Pa.; Mr. James, of New Jersey.

Mr. James, of New Jersey.

Mr. James, of New Jersey.

John Dobbin, esq., brother of the late Secretary of the Navy, and who was returning from the Pacific, where he had been engaged as purser on board the United States sloop-of-war Portsmouth, is also among the lost. He is known to have left the deck of the steamer a few minstate-room at the time of the fatal catastrophe.

A young man named Kent, of Richmond, Virginia,

who was returning in the Central America, one steamer in advance of his first announced intentions, is also said

The New York Herald has a list of several persons supposed to be lost, including Messrs. Campbell, Wells, and Coes, of the California minstrels, who, we are assured, were not on board. Senator Broderick, Judges Hydenfeldt and McCorkle, of California, are also supposed by the Herald to have been among the passengers. This, too, we learn, is a mistake. Samuel Lawrence, a seaman, lately belonging to the steamer, is not lost, as supposed, having left her at Aspinwall and gone to California. A son of J. W. Baymond, of New York, was not on board, son of J. W. Raymond, of New York, was not on board, as first reported. The balance of the Herald's list of as first reported. The balance of the Herald's list of "supposed to be lost" is as follows; Isaac V. B. Nash, of No. 666 Fourth street; Dr. Par-

Isaac V. B. Nash, of No. 666 Fourth street; Dr. Parker, of San Francisco; Philip Sackbower, of Huntsdale; Pennsylvania; Gabriel D. Brush, baggage master of the Panama Railroad Company, and formerly messenger of Freeman & Co.'s Express Company; A. G. Richardson, wife and child, formerly agent of the Pacific Express Company, in Sacramento; Dr. Henry Bates, late State treasurer of California; Mr. Dean, a son of John Dean, a dry goods merclant in Hartford, Connecticut; Gordon Cottrel, of Norwich, Connecticut; Mr. and Mrs. Maxwell, of Sacramento; Wm. Dovoner, an assayer, whose wife resides in Sixteenth street; Mr. Vanness, son of T. V. Vanness, of Rochester; Miss Mills, sister of W. O. Mills, No. 47 Pearl street; Charles H. Boyd, of Albany; M. Meteyer, of Nicaragua; Oliver Garrison, of St. Louis; J. W. Trumbull and wife, of San Francisco; Mr. Clark, of New York, brother of W. Y. Clark; Aaron Hawley and Thomas Hawley, of Bridgeport, Connecticut; E. and Thomas Hawley, of Bridgeport, Connecticut; E. Morris Earl, of Newark, New Jersey; Mr. Whitney, son of Chief of Police Whitney, of Newark, New Jersey.

PUBLIC MEETING AT NORFOLK.

The citizens of Norfolk held a public meeting on Sat urday, when committees were appointed to collect funds and distribute them among the ship-wrecked passengers. Resolutions were also adopted condoling with the sufferent and the bereaved widows and children whose husbands and fathers have been lost. The following resolutions were also adopted:

Resolved, That in Capt. A. Johnson, of the Norwegian

Resolved, That in Capt. A. Johnson, of the Norwegian barque Ellen, and Captain Hiram Burt, of the American brig Marine, of Boston, their officers and crew, we recognise the true type of the gailant sailor, ever ready to give succor to his suffering fellow-man; and that their conduct in the trying events of the wreck of the Central America is worthy of the commendation and applause of every friend of humanity. We heartily commend them to the cordial consideration of all with whom they may be thrown; and we request the mayor of the city to furnish Capt. Johnson and Capt. Burt with such written testimonials under the seal of the city as shall enable them to transmit to their children and their children's children a proper record of their humanity and heroism.

Resolved, That by the concurrent testimony of all the par-

proper record of their humanity and heroism.

Resolved, That by the concurrent testimony of all the parties saved we find that the commander of the ship, Lieut.

William L. Herndon, of the United States navy, acted throughout the trying scenes with which he was surrounded the part of a gallant officer, and displayed that steady coolness and manly bearing which adds lustre to his name; and that in his devotion to duty even unto

Capt. Burt, in response to the resolution referring to him, publishes a card, in which he says;

For doing that which I conceive to be only my duty in this matter you have been pleased to compliment me by resolutions in your public meeting. Whilst desiring to render to you my heartfelt thanks for the flattering manner to you my have been pleased to sneak of me, I derender to yan my heartfelt thanks for the flattering man-ner in which you have been pleased to speak of me, I de-sire to call to your attention the heroic and gallant manner in which my passengers conducted themselves during the great sufferings and privations to which they were necessarily exposed on board my vessel. My brig being disabled, heavily laden, and very weak, and owing to the disabled, heavily laden, and very weak, and owing to the want of accommodations on board my vessel, the cabin being small and cramped, could not accommodate more than six or eight persons, consequently the remaining number (90 or 95) were obliged to lie on deck, exposed to the sea and spray which was constantly breaking over her, and taking their meals under the same circumstances, thereby adding to their already-innumerable discomforts, amidst all which not a murmur was heard. The ladies particularly displayed the greatest firmness and hevolem, making no complaints and content to suffer any and all derivations. and all deprivations.

Whilst I am sincerely grateful to an adi-kind Provi dence for rendering me an agent in their rescue, I can truly state that I could have rescued none more worthy, and none who could have conducted themselves in a more noble manner whilst on board my ressel.

Statements of the Saced.

The following interesting statements we have gathered from the parties who have arrived in Baltimore:

STATEMENT OF MR. GEORGE E. ASHBY, CHIEF ENGINEER Among the passengers, officers, and crew rescued by the brig Marine was the chief engineer, who yesterday morning arrived in Baltimore, and soon afterwards called at the Sun office. In our interview with him he spoke with much feeling of the precipitate judgment which had been uttered against him, chiefly, as he said, because of been uttered against him, chiefly, as he said, because of its untoward effect upon public opinion where he is not known. He expresses the utmost confidence that with those who know him such imputations as have been made against him, as he concludes, by persons who knew nothing of the facts in the case, will have no weight whatever. He has been six years chief engineer of the ship, and this was the 45th trip he had made in her, and et to hear the first word of complaint fre

or respective commanders for any omission or negligence of duty. He is a fine, stalwart man, of about thirty, with a frank, seaman-like face and bearing, and certainly with nothing about him from which to surmise the grace-less defect of character alleged against him. His statement of the progress of affairs during the loss of the ship we give as follows:

The account of the trip until the Central America encountered the gale in which she was lost is already familiar to the reader. On Friday morning, in the height of the blow, the engineer discovered that the ship, rolling heavily in the trough of the sea, had sprung aleak; reported it immediately to Capt. Herndon. Although it has been said that the sole cause of this catastrophe was attributable to the chief engineer, under such a terrible imputation he looks to a simple statement of facts for an ample justification. His first duty was in the engine soom. The usual mode of supplying the coal-bunkers is by wheelbarrows, but in a heavy gale the men are obliged to resort to buckets and baskets. This was done at that time. He had doubled the gangs, but finding The account of the trip until the Central America en

that he required more aid he had made a requisition on Captain Herndon for the steward's gang, and had received the necessary assistance. The coal was supplied as fast as it was wanted. The pumps were worked as soon as the water reached them. The ship had a list, and the water fell on the lee side, and coming in contact with the starboard boiler was heated to a degree almost unbearable. Notwithstanding this all hands endured and labored in the engine-room. The leak increased, and the engineer reported to Capt. H. the necessity to bail, the water being in both the forward and aft coal-bunkers, and extremely hot. Orders were at once given by Capt. H. for all hands and the passengers to bail. This was done cheerfully, but the leak gained steadily, notwithstanding all these efforts. Meantime steam was go: up standing all these efforts. Meantime steam was go: up in the donkey-boiler, on the upper deck, to work the donkey-pumps. Soon after this the water below extin-guished the fire in the starboard boiler, and the machine-

ry ceased to work.

During the morning the engineer, being informed by the doctor that something was giving way in his room, discovered that the starboard wheel-house and guard had settled several inches, causing an extra leak round the shaft. This was promptly stopped with blankets inside and outside, with a large sail. Reported progress to Capt. Herndon. By his orders another gang was set to bailing in the lower cabin, and one in the forward steerage, and pork barrels, milk cans, &c., rigged into hoisting buckets, by which 400 gallons of water per minute were thrown out of the ship. In all these proceedings the engineer recognises efficient service in Mr. McCarty, chief engineer of the Golden Gate, who was on board; Capt. Badger, Mr. John V. Dobbin, and one or two others whose names he does not know.

All hands worked all night at bailing, and in the morning found a perceptible gain on the leak. Obtained wood, consisting of balk-boards and other material from steerage, and as soon as it was possible to start fires got up steam in larboard boiler, and the machinery worked for some time. At the same time Capt. H. and officers were trying to get the ship before the wind, but failed. They lowered the foreyard on deck, constructed it into a drag, and got it overboard for the purpose of bringing her head to, but without success. Cut away her foremast and got sail on the mizzen, but it was blown away. At last got canvas and mizzen rigging.

At this time the ship laid over so much that Capt. H., with the engineer, had to crawl along the decks to reach the after pumps for inspection. Everything that experience could suggest or the extremity of their condition devise was discussed by Capt. H., the mates, and engineer. The fires were extinguished by the increasing leak, and early on Saturday it was clear to the experience of all that there was no hope for the ship. In the course of the morning found a severe leak from the deadlights from the strain. This was stopped by blankets. Nothing could be done but bail, and this ry ceased to work.

During the morning the engineer, being informed by

ing could be done but bail, and this was kept up all day with spirit and energy, the ladies acting with marked firmness, encouraging the men, and asking if they could be made useful to be put to work.

During the morning the brig Marine heve in sight, and early in the afternoon bore down to the ship, passing under her stern. Capt. H. spoke her, requesting her to lay by and take passengers, which she consented to do. The engineer was at this time with Capt. H., who then desired him to give his particular attention to the transfer of the ladies and children to the boats.

Capt. H. inquired of Mr. Ashby if he was armed? He replied that he was with a knife. Capt. H. said he would endeavor to obtain pistols, one for himself and one for Mr. A. This was for protection against any interference while insisting upon precedence to ladies and children. Three boats were got affoat, one put in charge of the boatswain and the other two each in charge of a quartermaster. Capt. H. ordered the enginer not to suffer a single master. Capt. H. ordered the enginer not to suffer a single male passenger to leave in the boats until all the ladies and children were transferred, and he believes this order was strictly carried out. The ladies and children were put into the boats, and at this time the brig had drifted good into the boats, and at this time the brig had drifted good three miles to leeward. Each boat was furnished with three or four oarsmen, and pulled as rapidly as possible to the brig, through a very lieavy sea. No accident hap-pened, and the three boats safely deposited their passen-gers on board the brig. The boats returned, and two of them were again filled with ladies and children. During the first trip of the boats, Capt. H., in conversation with the next trip of the boast, tapt. H., in conversation was the engineer, expressed his great regret that the brig was so distant, and feared that, unless she could be brought nearer, all the passengers could not possibly be got on board. Mr. Ashby then remarked that if he could be of any service in any way Capt. H. should command him. The captain then directed him to go with the next boat, visit the brig and urge the master, by any inducement whatsothe brig, and urge the master, by any inducement whatso-ever, to get his vessel up nearer to the ship, and also to se-cure the use of any boat he might have that could be made fit for use. On the return of the boatswain's boat the last three ladies (steerage passengers) were put on board, and the engineer, with Mr. Paine, Mr. McCarty, chief en-gineer of the Golden Gate, and one or two others who and the engineer, with Mr. Paine, Mr. McCarty, chief en-gineer of the Golden Gate, and one or two others who sprang into the boat, pushed off for the brig. One of these persons jumped from the upper deck upon the en-gineer's shoulders. The latter grasped him by the throat and drew his knife, menacing him and others who might follow. They then pushed off, Capt. H. reiterating his orders to the engineer from the deck, and desiring him

follow. They then pushed on, cape. In the additional orders to the engineer from the deck, and desiring him again to do all in his power to get the brig up to the ship, and to obtain more boat service.

Upon arriving on board the Marine, Mr. Ashby at once applied to the master, Captain Burt, urging him to make sail for the ship, and then for the first time learned that the brig had lost her mainyard and could not carry any than she had mon her. He then asked for the brig had tost her mainyard and could not carry any more canvas than she had upon her. He then asked for the use of the brig's boat, and was informed that it was in a condition unfit for use, and would not live five minutes in such a sea. Whilst conversing with the master the boatswain again left for the ship, and Mr. Ashby then called upon the seamen who had come from the ship to man one of the boats with him and return for passences. This they reclively refused to declaring that gers. This they positively refused to do, declaring that the ship would go down before they could get to her. One man only offered to go with the engineer. It turned death on this melancholy occasion his name deserves to go down to posterity with those of Israel, Wadsworth, and Summers.

Capt. Burt, in response to the resolution referring to sistent, and he refers confidently to Captain Burt, of the Marine, to substantiate what he says of his efforts to induce the crew to man the boats and return with him. He was left powerless and had no alternative but to remain on board the Marine.

STATEMENT OF CAPT. THOS. W. BADGER.

Captain Thos. W. Badger, who is among the saved, and has arrived here in the Louisiana, is able, from his experience as a sea captain, as well as from the close connexion in which his exertions on board the wreck brought him with Captain Herndon and officers, to give a more accurate and reliable account of the disaster than perhaps any other of the saved. We have taken down from his dictation the annexed full and interesting nar-

We left Havana on Tuesday, 8th September, in pany with steamship Empire City. Made good weather until 10th. On the evening of the 10th there was every until 10th. On the evening of the 10th there was every appearance of a gale or hurricane, ship still going on course, and carrying full head of steam. The storm increased during the night and until Friday morning at 10 o'clock, the ship still making fine weather and keeping on her course. At 1½ o'clock on Friday afternoon the engine stopped, and, on inquiring of the engineer, he said it was caused by the coal passers not passing the coal into the fire-room with sufficient rapidity to keep the steam up. The waiters and stewards were then called upon and sent down to assist in passing coal. When the engine stopped the ship fell off in the trough of the sea, and was at the mercy of the waves. The pumps worked by the engine, and which were the main dependence for keeping the vessel free of water, were also rendered useceping the vessel free of water, were also rendered

ess.

The engine never made but one or two revolutions afthe engine never hand the attention of the engineer to the fact that the water was gaining, the rolling of the ship forcing it in through the lee shaft hole, and proposed and did organize a gang for bailing. The deck puming on trial to be out of order, bailing was the

Source.

By this time the water had risen high enough to ex-By this time the water had risen high enough to ex-tinguish the lee fires, and the men employed in the coal hole and engine-room were driven out by the steam and hot water. There was no longer any hope of again getting the machinery in operation. The principal leak was found to be around the lee shaft, and at the lower lee dead lights. The ship was still staunch and sound, and not leaking at the bottom at all, and would have been in no danger if her machinery and pumps had been kept going.

At three o'clock on Friday afternoon I assisted in or ganizing and putting to work bailing gangs, to bail out, if possible, the engine-room and steerage. The passengers joined willingly and cheerfully in this effort. An attempt was made to raise steepers at the property of the steepers and the steepers are the steepers.

we kept the water at bay, every man working with spirit

we kept the water at tay, every hall worstog, who specified and vigor.

From 12 to 4 o'clock on Saturday morning the water gained fast on us, as the men were fatigued and worn out by incessant labor and exposure to the storm. At 4 o'clock the gale somewhat abated, but a heavy sea continued, the water then being nearly up to the second cabin

At daylight on Saturday morning, however, all hands At daylight on Saturday morning, however, all hands took hold again with renewed vigor to free the ship. The water was thus again kept at bay for an hour or two more, during which signals of distress were set, and a vigilant look-out kept for rails. The ladies were even anxious to assist us in bailing, and cheered us up in our labors by their calmness in these trying times. At 8 o'clock another attempt was made to raise steam in the donkey-boiler so as to work the steam pumps, but the attempt again falled, and all hope of relief from that quarter was abandoned.

quarter was abandoned.

At 10 o'clock on Saturday morning the men again yielded to the severity of their labor, and the water comyielded to the severity of their labor, and the water commenced to gain on us, but the bailing was still continued. At half-past 1 o'clock a sail hove in sight, to the windward, which proved to be the Marine of Boston. At 3 o'clock she rounded to at leeward of ship, when boats were lowered, bailing still going on. In lowering the boats two were stove by the heavy sea that still prevailed, which left only three, and one of them in a bad condition. By 5 o'clock we succeeded in putting on board the Marine all the women and children, twenty-six in number; during which the male passengers mostly continued at their work. The boats could not carry more than five or six, owing to the high sea, and they made several trips or six, owing to the high sea, and they made several trips to and from the Marine. When the boat that took the last two of the ladies came alongside the chief engineer jumped in the boat, and was followed by several other gentlemen. Two other boats came alongside afterwards, when there was a rush to jump in them by the male passengers, involving great danger. By this time the brighad drifted a long way to leeward, which made the trips of the boats long, and it being dark the boats did not

again return.

About dark a vessel believed to be the schooner Sove About dark a vessel believed to be the schooler Sovereign, of New York, ran down under our lee. We hailed and told him that we were in a sinking condition, asking him to lay by us all night, which he promised to do. The bailing in the mean time continued to progress, but the water had by this time raised half way up the lower cabin, and was rapidly gaining on us. There was, however, no cessation of the bailing until one hour before the spine says, when all hone of keeping her affact until dayship sank, when all hope of keeping her afloat until day light was relinquished. This was about 7 o'clock on Sat

irday evening.

I should, however, mention that two hours previous and a conversation with Captain Herndon, who, after con-cultation, agreed with me that the ship must go down, out it was still advisable to keep it up as long as possible, and we did not make known the result of our conversa-tion, but urged all hands to renewed effort. Captair Herndon requested that the second officer, Mr. Frazier and myself, should remain with him, and expressed him determination not to leave the ship white there was a soul on board, but would remain until she sunk from un-der him. His only regret was his family, and he died like a brave man.

At 7 o'clock on Saturday night the water was up to

the floor of the dining-room, and all then went to work calmly to devise means, each for his own safety. A hal hour previous to the ship's sinking there were two lights seen some distance to the leeward, supposed to be the brig Marine and the schooner that spoke us an hour or two previous, but having a fresh breeze and high sea they

were unable to work up to the windward.

A quarter of an hour before the steamer sank one of our boats halled us, and a voice cried out that his boat was stove, and he could not take any one on board. This boat was endeavoring to return from the Marine, but was disabled. It was doubtless the impression on board both the brig and the schooner that the steamer would be able to keep up until morning; hence they probably did not keep as near us during the night as they might have done. Indeed, it was the opinion of many on board that we would hold up all night, and I did not think that she would do down before midnight.

At ten minutes of 8 o'clock Captain Herndon took po-sition on the wheel-house with his second officer and fired rockets downward, the usual signal, to the brig and schooner, that we were sinking rapidly. This was a fear-ful moment, and must have been also to the ladies on board the Marine, who understood the signal, all of where head by how or friends on board. whom had husbands or friends on board.

whom had husbands or friends on board.

I now procured a board six feet long, and six inches wide, tearing it off the front of a berth, and took my position on the taffrail, holding on to the after-awring stancheon. At that time there were two or three hundred on the quarter deck, breathlessly waiting the final sinking. There were two seas swept over the deck about this time, the last one sweeping nearly all the passengers on the main deck into the sea. The ship immediately after, at 8 o'clock on Saturday evening, sank, going down at an angle of 45 degrees, stern foremost. The suction of the ship drew the passengers under water for some distance, and threw them in a mass together. When they reached the surface the struggle for life was intense, with cries and shrieks for help, especially from those unable to reached the surface the struggle for life was intense, with cries and shrieks for help, especially from those unable to swim. Many unable to swim clung to those who could, or laid hold of the larger pieces of the wreck, and were soon swamped. In ten minutes not less, probably, than three hundred had sunk to rise no more, whilst myself and others who had succeeded in holding on to some means of support were scattered over the dark and dreary ocean, floating off with the tide. There were a large number of the westergers had learn of rould dark and some ber of the passengers had bags of gold-dust, and some doubtloss perished in their efforts to save it. I may also here add that from fifty to sixty of the passengers shut themselves up in their state-rooms in despair, and sank

with the ship.

Those who had succeeded in keeping themselves soon scattered over the surface of the ocean for a dis-tance of about a mile. One hour after the ship sank I saw a light at the leeward, which was seen by most of those rescued, supposed to be that of the schooner Sovereign, but it soon disappeared. We knew that the vessels opposite direction.

At 1 o'clock on Sanday morning we saw approaching

s under full sail, with a strong breeze, the rque Ellen. She ran into our midst, and those on watch barque Ellen. She ran into our midst, and those on watch were astounded with the cries of human beings. Captain Johnson, the commander, immediately hove his vessel to, under short sail, and commenced to rescue us. The steamer at this time had been down over five hours. He steamer at this time had been down over five hours. He launched his boat, and threw out ropes and buoys, and did everything that good seamanship and a human heart could dictate to save as many as possible. I was the fourth one resumed, and witnessed the noble exertions of nimself and crew throughout the night. He continued his search among the drift wood, tacking backwards and forwards, up to 12 o'clock on Sunday, but did not find any

On the morning of Sunday the brig Marine was ou of sight, and the schooner was some six miles to lee-ward, and appeared to be lying to, but soon bore away on her course, doubtless being satisfied that it was im possible to reach us, also seeing the barque backing and filling to windward. They knew we had been suc

The same day at 2 o'clock we spoke the barque Saxony bound to Savannah. She reported seeing a brig with number of ladies on board (supposed to be the Marine

under full sail steering north.

We bore away with a fuir wind for Norfolk as the nearest port, and arrived off Cape Henry on Thursday evening, five of us reaching Norfolk in a pilot boat at daylight on Friday morning, which we had chartered for that

GRAPHIC DESCRIPTION OF THE HUBRICANE. Purser Denison, of the steamer Empire City, which left avana one hour after the Central America, thus graphi-

ally describes the storm:
On the 12th it blew a hurricane, lulling at interval On the 12th it blew a hurricane, Iulling at intervals only to blow harder. The force of the gale at this time exceeded anything in my previous experience. I can example all this time a low, gloomy, cloudy sky shut out both sun and stars; the sea did not rise in heavy waves, but was one plane of foam, over which was driven by the force of the wind a heavy mist of spray.

Our ship behaved well, but rolled at times very heavily and the presengers were most heavily frightened. On the

our ship behaved well, but rolled at times very heaving and the passengers were most heartily frightened. On the 13th, the gale not abating, got out of the gulf stream and slowly made our way toward the land, as our coal by this time began to give evidence of exhaustion, and we found we could not make New York without a further supply.

and down, and with two frightful rolls she came about

and doicn, and with two frightful folls she came about against wind and sea.

At this time blew out a small hole in the head of one of the boilers, which filled the cabins with steam, and frightened the few courageous ones left. After this, passed an auxious night, feeling our way with the lead, not wishing to run far from shore, as our coal was nearly expended, and yet afraid to run in for fear of being lost. If we had touched the beach, not a soul would have been saved in the tremendous surf. Groping along, at ten, o'clock at night, made out at last Cape Hatteras light, and for the first time knew where we were. Wet, bruised, and for the first time knew where we were. Wet, bruise and exhausted, we felt like giving three hearty cheen and exhausted, we felt like giving three hearty cheers.

Next morning, commenced tearing up berths in the steerage, bulk-heads, crates, berth stats, ladders, boats, &c.,

burning them with our coal to eke it out, and were

about to commence on our cabins as we reached Nor-

As Theodore Payne, esq., of San Francisco, was leaving the steamer to go to the barque Marine, Captain Herndon gave him his watch, with the request that he would deliver it to Mrs. Herndon, should he fortunately be saved. Mr. Payne reached this city yesterday from Norfolk, with the watch in his possession, and the request of the captain will be faithfully complied with.

It is said that, owing to the violence of the storm, there was considerable suffering among the passengers on the steamer from sca-sickness, but as soon as the danger became imminent all symptoms of sca-sickness disappeared. This was produced, probably, by being overpowered by the strong mental emotions created by their perilous position.

sition.

Much credit is said to be due to Dr. O. Harvey, of Pla

cerville, California, for the care and medical attention be stowed by him upon the women and children on board the barque Ellen. Captain Thomas W. Badger, of Virginia, one of the res-

cued, lost \$16,500 in gold eagles, which sum was in a car pet bag in his state-room.

One man swam to the barque Ellen with twenty pounds

One man swam to the barque Ellen with twenty pounds of gold dust around his person. He was saved with his treasure. It is valued at \$5,000.

Mrs. Birch, wife of the minstrel, had a beautiful canary bird which she left in a cage in her state-room. Before she left the ship she took it from its cage, and placing it in her bosom brought it safe to the brig. Her husband secured jewelry of great value about his own person.

The gentlemen whose wives went off from the ship in many instances gave them their money, watches and jewelry to carry with them, with whatever checks or papers of value they had about them.

Dr. O. Harvey had in his possession a cane with a large and elaborately carved gold head set with gold quartz. At the suggestion of a friend he cut the head off and threw the stick away. He brought it safely through, and exhibited it at Barnum's yesterday. It is valued at \$50. Mr. Van Hagen, one of the lost, handed his watch to his wife and told her to keep it as a memento if he perish-

It is supposed that \$250,000 was in the hands of pas-

sengers, all of which, with the exceptions named, went down with its possessors.

Mr. W. H. Adams, mentioned in the list of saved as from Oregon, is a Baltimorean, and reached his home, corner of Second street and Market Space, yesterday mor-It is related that one of the sailors of the Norwegian

barque Ellen sprang overboard, and tied a rope aroun one of the perishing men, trusting himself to the chance of being saved in the raging sea. SPECIE ON THE STEAMER.

We learn that the freight list, as reported at Aspinwall, was \$1,250,000, and it is supposed that there was some \$250,000 additional in the hands of passengers, making a total sum of \$1,500,000, which has been lost.

ARRIVAL IN BALTIMORE OF SOME OF THE SURVIVORS. The Baltimore American of yesterday morning says: About twenty-five of the survivors of the Central America, who arrived from Norfolk yesterday, are now at Barnum's, among whom are a number entirely desti-tute, including several widowed mothers with their children. They have, however, been most hospitably provided for by the proprietors. Mr. McLaughlin yesterda, opened a subscription list at the counter of the hotel fo their relief, to enable them to obtain clothing and reach their friends. Up to last evening several hundred dol

their triends. Op to last evening several nundred dol-lars had been subscribed.

The hotel was thronged all day by persons listening to the recitals of exposure and suffering, and questioning the survivors as to parties supposed to have been aboard the steamer. The list of passengers was lost, and nothing can be ascertained with regard to those on board until the duplicate list has been received from San Franuntil the duplicate list has been received from San Fran

Captain Johnson, cf the barque Ellen, is also stopping at Barnum's, and was welcomed heartily by those whom he had been so instrumental in saving from the ocean, as

he had been so instrumental in saving from the ocean, as well as by our citizens generally.

Some of the sufferers have lost everything except the clothing they had on. The quantity of gold in the hands of the passengers was very large, nest of which was cast on the deck before she went down. Capt. Badger brought up his carpet bag, containing \$20,000, nearly one hundred pounds of gold, and threw it down in the captain's office, when others followed his example, and an immense pile of bundles and packages was immediately deposited there, all of which went down with the steamer.

Chief Engineer Ashby was also at Barnum's vesterlay

all of which went down with the steamer.

Chief Engineer Ashby was also at Barnum's yesterday and left last evening for New York. He professes his ability to prove that nothing was neglected on his part for the safety of the ship, and is much hunt on account of the sapersions made by some of the passengers against his conduct and character as an engineer. He says the water rose on them so suddenly that it was impossible to pass coal to the furnaces, and the heat and steam was so great as to drive them from the furnace room.

The survivors attribute the disaster altogether to the fact of the pumps all being out of order. They were able to keep the water at how for several howes at a time by

to keep the water at bay for several hours at a time by the slow process of bailing, and assert that with even one of the hand numers on deck in good order they could have gained on the leak. The donkey engine was also out of order, and could not be brought into service after two attempts, and they allege that it was from neglect in the engineer's department that the pumps could not be rought into service.

## BY TELEGRAPH.

New York, Sept. 20 .- It has been ascertained that Senators Gwin and Broderick, Judge McCorkle, Dr. Bates, and Oliver Garrison were not on board the Central Amer-

Among those now known to be lost are Mr. Lockwood Among those now known to be lost are Mr. Lockwood, formerly of Lafayette, Indiana, of the firm of Whitehead & Lockwood, San Francisco; Charles H. Boyd, Mr. Hawley, Dr. Gibbs, Wm. McNeal, of the firm of Delong & McNeal, of San Francisco; Mr. Brown, of the firm of Taft, McCahill & Co., of San Francisco, and Mr. Bokee, of New York, late from China.

Passengers by the Empire City report that when forty hours from Havana, at midnight, they exchanged signals with the Star of the West, hence for Aspinwall and Havana, and it is presumed she escaped the fary of the storm and reached Havana in safety.

HOPES OF THE SAFETY OF CAPTAIN HERNDON AND OTHER

RICHMOND, Sept. 20.—A despatch from Norfolk to the Richmond Despatch says that the survivors by the brig Marine think that others have been exved, as they saw several lights in the vicinity of the sunken steamer on

Some of the survivors by the Ellen also report havin seen Captain Herndon after the steamer went down cling ing to a portion of the wreck, and struggling manfull for life. When the survivors by the Marine entered the parlor of the National Hotel, at Norfolk, the ladies looked

around, and failing to recognise husband, brothers, or sons, gave way to the utterance of their grief, whilst some fell helpless on the floor. The scene was distressing in the extreme, and beggars all description. The cloth-ing stores were thrown open, and apparel furnished to some who were almost naked. They award great credit to Captain Herndon and all the officers, except the chief engineer. They stood to their posts nobly, and went down with the ship.

Gen. Haskell, of Tennessee, announces that he has abandoned politics, and will hereafter devote his life to law and literature. He proposes to deliver a series of lec-tures for the purpose of instituting a literary club in Mem-

phis. He says:
"These lectures I will first deliver here. If encourages slowly made our way toward the land, as our coal by this time began to give evidence of exhaustion, and we found we could not make New York without a further supply. Not knowing where we were, Captain McGowan had to grope his way along, and finally, on the afternoon of the 14th, in the midst of a heavy rain storm, which shut in the horizon to within a few ship's lengths ahead, and a frightful sea running as the wind had partially abated, we found ourselves just about to run over the wreck of a barque with her mizzen-mast only standing, and a cast of the lead gave us ten fathoms.

The crow of the barque we could plainly see on her decks, but we could not help the poor fellows, for we re running on a shoal off Cape Lookout, ten miles from the land, and our only boat left would not have lived a moment. Of course, the first thing was to go about, and, in doing so, at the risk of having decks swept, we lay with our deck actually nearly perpendicular up swept, we lay with our deck actually nearly perpendicular up

## WASHINGTON CITY.

TUESDAY MORNING, SEPT. 22, 1857.

TUESDAY MONRING, No. 182 South Touth street, Philadolphia tour general travelling agent, ansisted by WR. H. Wrid, John Collins, James Demined J. Hardelty, R. S. James, Thos. D. Nice, R. W. Monridon, E. W. Willey, W. L. Waterream, Airx. H. Carron, D. K. Mcstyn, R. S. Sawan, T. Ashama, and P. Daves.

23-Mr. Henry M. Lewis, Montgomery, Alabama, is our general travelling agent for the States of Alabama and Tennessee, assisted by James O. Lewis and H. M. Lewis, Jr.

23-Mr. C. W. James, No. 1 Harrison street, Clucinnati, Ohio, is our general sollecting agent for the Western States and Texas, assisted by general sollecting agent for the Western States and Texas, assisted by H. J. Timmas, William H. Timmas, Tros. M. James, Dr. A. L. Chille, Gronde Mondon, and Romand Lerke. Receipts of either will be good.

THE CITY OF BALTIMORE. The statements made by us a few days ago in relation

to the present deplorable condition of affairs in Baltigore have, we are pleased to observe, attracted notice in the right quarters. It needs only prompt, energetic and concerted action on the part of her law-abiding law-upholding citizens to rescue that city from the frightful thraldom under which she now suffers, and eventually to bring about a state of things in consonance with the spirit of the age and of our own free natitutions.

The replies of the American, Patriot, and Clipper to the statements of the Union are just such replies as were to have been expected from the trusted and acknowleged organs of the desperate political organization which has so seriously damaged the good name and business interests of Baltimore. These journals are indirectly, if not directly, responsible for much of the lawless spirit that has manifested itself in that city with such destructive fury for the last two or three years. They are included in the bill of indictment which

the whole country have drawn up; and they cannot hope to escape their just share of responsibilty by opposing quibbles to grave, specific charges, or to set aside carefully-collected and carefully-made statements by their own unsupported denials. We stated, in so many words, that life and property in Baltimore were at the mercy of organized bands of murdering ruffians. So far from the truth of this statement be ing called in question by these three journals, its correctness, in a modified degree, is partially admitted. This reluctant confession could not have well been avoided, for in the same number of their issues in which the Washington Union is charged with having "falsely and maliciously libelled the citizens of Baltimore" we find further local record of the effects of that continuous and frightful spirit of disorder which has done so much to tarnish the Amer ican name at home and abroad.

The "American" does not deny the existence of just such bands as we have described—takes no exception to the quality but to the quantity of their crimes; but insists that the business of Baltimore has not been injured by, but, the American would have it appear, has increased in spite of the wide-spread operations of paid and petted desperadoes, whose weekly and almost daily pastimes are relieved by such slight matters as the wanton destruction of life or property, or both. If these appalling outrages are the mere imagin-

ngs of political partisanship and political prejudiceif the disorders, such as we have noticed, have not existed, and do not exist-all our subsequent state ments necessarily fall to the ground. But these outrages have been committed, and these disorders have existed, and still exist, as the files of the American repeatedly and conclusively show; and the intelligent editor of the American can neither impose upon himself nor his readers the palpable absurdity that trade and commerce can or could flourish under such state of affairs. The spirit of commerce flies from the restraints sought to be imposed by the proscribers of races or of creeds. Capital is proverbially timid. It shuns mobs and flies from rapine and murder. Trade languishes when its legitimate fruits are beyond the protecting reach of the strong arm of the law. Industry and protection, peace and prosperity, are inseparable; and the buyers and sellers that have been driven from Baltimore by the suicidal acts of a portion of her own citizens have sought, and will continue to seek, better-governed, and, consequently, more desirable markets.

The American affects to be indignant at what it affects to regard as a wide-spread and concerted effort to defame the good name of Baltimore. Cities are universal that a certain man or a certain place is unsafe and disreputable, there is generally good cause for the damaging conclusion. The upright and patriotic are often the subjects of unsparing misrepresentation and abuse ; for their very virtues are exposed to the shafts of the envious, corrupt, and unprincipled; but whole communities and States de not single out a busy, prosperous, well-governed city, with the view of injuring, if not destroying, its trade and importance by a free use of defamatory pithete

The opinions which we have expressed-and expressed with pain and reluctance—in regard to Baltimore are opinions which are shared by the great mass of the American people, and which will be entertained until our statements are disproved, or the monstrous evils complained of are effectually removed. The American must be aware that our strictures had not their origin in unworthy political considerations, or political considerations of any kind or degree. Much as it may be desired for her own sake and the sake of the country, the support of Baltimore, through her representatives in Congress, cannot materially aid or retard the progress of the democratic party. Our object has been, and continnes to be, not to injure Baltimore by the publication of plain, unpalatable statements, but to spread the whole truth before her citizens, in order that they may have in time a full and realizing sense of the langers which surround them.

THE MINNESOTA NOMINATIONS

A despatch from St. Paul, dated the 18th, says: "The democratic convention which met here yester-day nominated H. H. Sibley for governor, W. Holcomb for licutenant-governor; George L. Becker, W. W. Phelps, and J. M. Cavanaugh for representatives, and W. W. Kingsbury for delegate to Congress."

The St. Paul Pioneer says that one thing is notice able in the list of the black-republican candidates for State officers, viz: that "the ultraists of the re publican party bave been repudiated, and men nom inated whose entire political life has exemplified their opposition to the principles the party now advocate.

Ex-Governor Ramsey, who has been nominated for the office of governor, it says, received his appointment as first governor of the Territory "for his eminent services in promoting the election to the presidency of the owner of 300 negroes and a Louis iana sugar plantation."